

Memorandum

Tab 16

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

Reference No.: 4.1
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

BACKGROUND:

February 21st was the last day for bills to be introduced in 2014. Attachment A identifies 57 bills staff is monitoring that met the criteria approved by the Commission.

RECOMMENDATION:

Staff recommends that the Commission accept the staff report and provide direction with respect to the legislation currently identified and monitored by staff.

CRITERIA TO GUIDE COMMISSION STAFF IN MONITORING LEGISLATION:

The Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a statewide basis. Bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations)
- Environmental Mitigation - implementation of greenhouse gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA)
- Planning - implementation of transportation and land use and planning (e.g., SB 375)
- Project Delivery - changes to the way transportation projects are delivered

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting

The Commission adopted policy to 1.) consider legislation in relation to its overall policy by topic area prior to taking a position on legislation addressing that topic; and 2.) remain selective in its use of watch, support or opposition on a bill. The rationale for a policy by topic area is it permits the Commission to address a suite of legislative proposals dealing with the same topic by commenting to the author(s) without necessarily taking a position. Rather than taking specific positions on bills in their initial state, the Commission can advise the Legislature on a bill's policy and/or technical aspects, as well as how it helps or hinders transportation. The intent of the Commission's comments is to alert the author of the bill's impact on a policy and/or technical aspect related to transportation planning, programming, financing, mitigation, or project delivery.

Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachments

- A – Status of State and Federal Legislation

Bill #	Author	Title	Subject	Description	Status
<u>AB 243</u>	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	This bill would authorize the creation of an infrastructure and revitalization financing district and the issuance of debt with 55% voter approval. The bill would authorize a district to finance projects in redevelopment project areas, former redevelopment project areas and former military bases if special conditions are met. The bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	Last Action Passed Senate, sent Assembly for concurrence, to inactive file September 11, 2013 Current Location Assembly Inactive File
<u>AB 680</u>	Salas	Transportation: Interregional Road System	Funding/Financing	Amends the Streets and Highways Code to include State Highway Route 43 as an eligible interregional and intercounty route.	Last Action In Senate Appropriations, held in committee August 30, 2013 Current Location Senate Appropriations Committee
<u>AB 471</u>	Atkins	Local Government: Redevelopment: Successor Agencies to Redevelopment Agencies	Funding/Financing	This bill, among other things, allows infrastructure financing districts (IFDs) to include portions of former redevelopment areas and amends several statutes governing the dissolution of redevelopment agencies.	Last Action Signed by Governor, enacted February 18, 2014 Current Location Chapter 1, Statutes of 2014
<u>AB 852</u>	Dickinson	Environmental Quality: Exemption	Environment	This bill revises the exemption from the CEQA for residential, employment center, and mixed-use development projects that require the project and specific plan to be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area and accepted project area policies for which a planning organization's determination and alternative planning would achieve the greenhouse gas emission reduction targets	Last Action In Senate, held at desk January 17, 2014 Current Location Senate Inactive File
<u>AB 1046</u>	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	Last Action In Senate Appropriations Committee, not heard August 19, 2013 Current Location Senate Appropriations Committee
<u>AB 1081</u>	Medina	Economic Development: Goods-Movement Infrastructure	Funding/Financing Planning	Existing law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, public post secondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include information related to infrastructure identified by state and federal transportation authorities and recommendations for private sector financing as specified.	Last Action In Senate Appropriations, held in committee August 30, 2013 Current Location Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 1194</u>	Ammiano and V.M Perez	Safe Routes to School Program	Funding/Financing	This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full time coordinator to administer the program. The bill would also delete references to a superseded federal transportation act.	Last Action In Senate Transportation and Housing Committee, not heard July 2, 2013 Current Location Senate Transportation and Housing Committee
<u>AB 1447</u>	Waldron	Global Warming Solutions Act of 2006: GHG Reduction Fund, Traffic Light Synchronization	Funding/Financing	Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments. This bill would additionally authorize moneys in the fund to be used to fund traffic signal synchronization to the extent those expenditures are consistent with the above-referenced purposes.	Last Action In Assembly, read second time, amended, re-referred to Committee February 18, 2014 Current Location Assembly Natural Resources Committee
<u>AB 1457</u>	Skinner	Budget Act of 2014	Funding/Financing Direct Impact to CTC	Makes appropriations for the support of state government for the 2014-15 fiscal year.	Last Action Introduced January 9, 2014 Current Location Assembly
<u>AB 1639</u>	Grove	Global Warming Solutions Act of 2006: GHG Emissions Limits	Funding/Financing	This bill would state the intent of the Legislature that moneys derived from emissions reductions measures be expended to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit. The bill, as part of the 3-year investment plan, would require moneys appropriated from the Greenhouse Gas Reduction Fund be used to achieve the statewide greenhouse gas emissions limit.	Last Action Referred to Committee February 20, 2014 Current Location Assembly Natural Resources Committee
<u>AB 1721</u>	Linder	High Occupancy Vehicle Lanes	Funding/Financing	Existing law requires that a low emissions vehicle, eligible to use HOV lanes, be exempt from toll charges imposed on single-occupant vehicles in designated high-occupancy toll (HOT) lanes unless prohibited by federal law. Existing law excludes from this exemption tolls pursuant to the federally supported value pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority for State Highway Route 10 or 110. This bill would also exclude from exemption a toll imposed for passage in HOT lanes designated for State Highway Route 15 in Riverside County.	Last Action Referred to Committee February 27, 2014 Current Location Assembly Transportation Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 1811</u>	Buchanan	High Occupancy Vehicle Lanes	Funding/Financing	This bill would amend Streets and Highways Code Section 149.5 to specify that High-Occupancy Vehicles shall have "Access" at all times rather than "Unrestricted Access" at all times on the portions of I-680 in Alameda and Santa Clara counties that are part of the value-pricing HOV programs in these areas.	Last Action Referred to Committee February 27, 2014 Current Location Assembly Transportation Committee
<u>AB 1872</u>	Stone	Transportation Planning	Planning	This bill would make nonsubstantive changes to Section 14000 of the Government Code (Part 5 governing the Department of Transportation) that describes the findings of the Legislature for continuing and improving transportation planning at the state, regional and local level	Last Action Introduced February 19, 2014 Current Location Assembly
<u>AB 1957</u>	Lowenthal	State Highway Route 16	Direct Impact to CTC	This bill would authorize the Commission to relinquish to the City of Sacramento the portion of State Highway Route 16 that is located within the city limits of that city and to relinquish to the County of Sacramento the portion of State Highway Route 16 that is located within the unincorporated area of that county under certain conditions.	Last Action Introduced February 19, 2014 Current Location Assembly
<u>AB 1970</u>	Gordon	Global Warming Solutions Act: Community Investment	Funding/Financing	This bill would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding local assistance grants and other financial assistance to eligible grant applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in coordination with the state board, to administer the program, as specified. The bill would require 25% of the moneys appropriated for purposes of the program be awarded to eligible grant applicants whose projects include and specifically benefit environmental justice communities, as defined.	Last Action Introduced February 19, 2014 Current Location Assembly
<u>AB 2008</u>	Quirk	Regional Transportation Plan: Sustainable Communities Strategy: Urban Freight	Planning	This bill states the intent of the legislature to enact legislation that would require a sustainable communities strategy to include consideration of greenhouse gas emissions resulting from the delivery of urban freight.	Last Action Introduced February 20, 2014 Current Location Assembly
<u>AB 2050</u>	Quirk	Global Warming Solutions Act	Planning	This bill would require ARB, among other things, to include specific elements when updating the scoping plan, to establish a Scoping Plan Advisory Panel, and to report to appropriate legislative committees key findings and recommendations.	Last Action Introduced February 20, 2014 Current Location Assembly

Bill #	Author	Title	Subject	Description	Status
<u>AB 2090</u>	Fong	High Occupancy Toll Lanes: Santa Clara County	Funding/Financing	This bill would delete the reference in the law to Level of Service C or D and would instead require VTA, with the assistance of the Department, to establish appropriate performance measures such as speed or travel times for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the State Highway System. The bill would also provide for high occupancy vehicles to have access to the lanes "at all times" rather than "unrestricted access" as depicted under the current law.	<i>Last Action</i> Introduced February 20, 2014 <i>Current Location</i> Assembly
<u>AB 2119</u>	Stone	Local Transaction and Use Taxes	Funding/Financing	This bill would authorize the board of supervisors of a county to levy, increase, or extend a transaction and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county.	<i>Last Action</i> Introduced February 20, 2014 <i>Current Location</i> Assembly
<u>AB 2250</u>	Daly	Toll Facilities: Revenues	Funding/Financing	This bill would add the following language to Government Code Section 14106 "the department, when adopting statewide policies for toll facilities on the state highway system, shall ensure that a majority of the toll revenues generated from toll facilities on the state highway system that are administered by local agencies remain available for expenditure by those local agencies"	<i>Last Action</i> Introduced February 21, 2014 <i>Current Location</i> Assembly
<u>AB 2280</u>	Alejo	Community Revitalization and Investment Authorities	Funding/Financing	This bill would authorize certain cities to form a Community Revitalization Authority within a community revitalization and investment area, to carry out community redevelopment law. This bill provides for the financing of these activities by the issuance of bonds serviced by tax increment revenues.	<i>Last Action</i> Introduced February 21, 2014 <i>Current Location</i> Assembly
<u>AB 2389</u>	Campos	Safe Routes to School Program	Funding/Financing Direct Impact to CTC	Extends the date that the specific provisions governing the safe routes to school program become inoperative and the date that these provisions are repealed.	<i>Last Action</i> Introduced February 21, 2014 <i>Current Location</i> Assembly
<u>AB 2471</u>	Frazier	Public Contracts: Change Orders	Project Delivery	This bill would require a public entity, when authorized to order changes or additions in the work in a public works contract, to issue a change order no later than 30 days after the changes or additions are required. If this requirement is not met, the public entity will be held liable for payment of the contractor's invoice for the change order or additional work. The bill would also require pre-judgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due.	<i>Last Action</i> Introduced February 21, 2014 <i>Current Location</i> Assembly
<u>AB 2639</u>	Lowenthal	State Freight Plan	Planning	This bill makes nonsubstantive changes to existing law that requires the Transportation Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight.	<i>Last Action</i> Introduced February 21, 2014 <i>Current Location</i> Assembly

Bill #	Author	Title	Subject	Description	Status
<u>AB 2650</u>	Conway	Bonds: Transportation	Funding/Financing	This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election.	Last Action Introduced February 21, 2014 Current Location Assembly
<u>AB 2651</u>	Linder	Vehicle Weight Fees: Transportation Bond Debt	Funding/Financing	This bill would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	Last Action Introduced February 21, 2014 Current Location Assembly
<u>AB 2652</u>	Linder	Transportation Funds	Funding/Financing	This bill would make nonsubstantive changes to Section 167 of the Streets and Highways Code that requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities.	Last Action Introduced February 21, 2014 Current Location Assembly
<u>AB 2653</u>	Linder	Transportation Funds	Funding/Financing	This bill would make a nonsubstantive change to Section 163 of the Streets and Highways Code that establishes a policy for expenditure of funds available to the state for transportation purposes including the State Highway Account, the Public Transportation Account, and federal funds provided under annual federal transportation appropriations acts.	Last Action Introduced February 21, 2014 Current Location Assembly
<u>AB 2702</u>	Gonzalez	Highways	Project Delivery	This bill would make a nonsubstantive change to existing law that grants the Department of Transportation the full possession and control of all state highways	Last Action Introduced February 21, 2014 Current Location Assembly
<u>ACA 8</u>	Blumenfield	Local Government Financing: Voter Approval	Funding/Financing	This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds to fund specified public improvements and facilities including transportation infrastructures, streets and roads, sidewalks, transit systems, highways, freeways etc.	Last Action In Senate, re-referred to Appropriations Committee June 27, 2013 Current Location Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 1</u>	Steinberg	Sustainable Communities Investment Authority	Funding/Financing Planning	This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.	Last Action In Senate, to Inactive File September 12, 2013 Current Location Senate Inactive File
<u>SB 15</u>	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	This bill would, under existing civil and criminal provisions, provide that engaging in the prohibited activities with devices or instrumentalities affixed to or contained within an unmanned aircraft system is included within the prohibitions. With respect to the criminal provisions, the bill would impose a state mandated local program by changing the definition of a crime. This bill would also provide that an unmanned aircraft system may not be equipped with a weapon. This bill would define "unmanned aircraft system" for all of these purposes. This bill would additionally require that an application for a search warrant specify if an unmanned aircraft system, as defined, will be used in the execution of the search warrant, and the intended purpose for which the unmanned aircraft system will be used.	Last Action In Assembly Public Safety Committee, reconsideration granted August 27, 2013 Current Location Assembly Public Safety Committee
<u>SB 33</u>	Wolk and Frazier	Infrastructure Financing Districts: Voter Approval	Funding/Financing	This bill would revise provisions governing infrastructure financing districts. This bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. This bill would authorize the creation of such district subject to specified procedure and would authorize a district to finance specified actions and projects including: : highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	Last Action In Assembly, to inactive file September 11, 2013 Current Location Assembly Inactive File
<u>SB 486</u>	DeSaulnier	Office of Strategic Assessment and Accountability	Direct Impact to the Commission	This bill would require the Secretary of the Transportation Agency, in consultation with the Director of Transportation, to identify performance measurement benchmarks on which the department would be required to report in specified areas, including, among others, enhancement of public safety and environmental sustainability. Requires the Department to issue reports and the Transportation Secretary to report to the Commission at least quarterly beginning July 1, 2014 on the Department's performance.	Last Action In Assembly, to inactive file September 10, 2013 Current Location Assembly Inactive File

Bill #	Author	Title	Subject	Description	Status
<u>SB 616</u>	Wright	State Aid to Airports Program	Aeronautics Funding/Financing	This bill would, until July 1, 2015, authorize payments from the Aeronautics Account in the State Transportation Fund for the State Aid to Airports Program for projects that the sponsor has started or completed in accordance with a federal Airport Improvement Program grant, unless the project was started or completed prior to January 1, 2014.	Last Action In Senate, read second time and amended, to third reading January 27, 2014 Current Location Senate Third Reading File
<u>SB 731</u>	Steinberg	Environment: California Environmental Quality Act	Environment	This bill would enact the "CEQA Modernization Act of 2013" which would revise the California Environmental Quality Act to, among other things, provide greater certainty for smart infill development. States the intent of the Legislature to provide funds annually to the Strategic Growth Council for the purposes of providing planning incentive grants to local and regional agencies to implement Sustainable Communities Strategies. May 7th version adds a requirement for the Attorney General to annually submit to the Legislature a report containing specified information on CEQA litigation in the state, removes reference to funding from the Alternative and Renewable Fuel and Vehicle Technology Fund, and would require appropriation of funds by the Legislature for the Strategic Growth Council.	Last Action Passed from Assembly Committee on Local Government, to second reading September 11, 2013 Current Location Assembly Second Reading File
<u>SB 851</u>	Leno	Budget Act of 2014	Funding/Financing Direct Impact to CTC	Makes appropriations for the support of state government for the 2014-15 fiscal year.	Last Action Introduced January 9, 2014 Current Location Senate Budget and Fiscal Review Committee
<u>SB 925</u>	Wright	Alameda Corridor Transportation Authority	Funding/Financing	This bill would require the Alameda Corridor Transportation Authority to adopt and publish a tariff under which a use fee for movement of cargo on the Corridor rail system is imposed on users. Requires the Authority to contract with independent 3rd party collection agency to collect the use fee. Requires a user to waive any damages or other claims as a result of enforcement of the tariff. Requires railroad operators operating on the corridor to provide the Authority with certain information about a user's cargo	Last Action Introduced January 29, 2014 Current Location Pending referral to Committee
<u>SB 969</u>	DeSaulnier	Public Works Project Overview Improvement Act	Project Delivery	This bill would amend the Public Works Peer Review Act of 2013. This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Overview Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks.	Last Action Referred to Committee February 20, 2014 Current Location Senate Transportation and Housing Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 990</u>	Vidak	Transportation Funds: Disadvantaged Small Communities	Funding/Financing Direct Impact to CTC	This bill would require each regional transportation improvement program to program 5% of funds available for regional improvement projects to disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill would require 5% of the money remaining in the local transportation fund after making certain off-the-top allocations to be allocated by the transportation planning agency to disadvantaged small communities, as defined. The bill would exclude from this off-the-top allocation any money in the fund that represents the apportionment of an area that qualifies as a disadvantaged small community. In allocating moneys to disadvantaged small communities, the bill would require the transportation planning agency to prioritize congestion relief and safety needs.	Last Action Referred to Committee February 20, 2014 Current Location Senate Transportation and Housing Committee
<u>SB 1077</u>	DeSaulnier	Vehicles: Vehicle-Miles- Traveled Charges	Funding/Financing	This bill would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016.	Last Action Referred to Committee February 27, 2014 Current Location Senate Transportation and Housing Committee
<u>SB 1122</u>	Pavley	Sustainable Communities: Strategic Growth Council	Funding/Financing Planning	This bill would require the council to provide financial assistance for implementing Sustainable Communities, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature. The bill would require the council to develop and implement regional grant programs to support the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans and for the development and implementation of agricultural, natural resource, and open space land protection plans that are consistent with the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans.	Last Action Referred to Committee February 27, 2014 Current Location Senate Natural Resources and Rules Committees
<u>SB 1156</u>	Steinberg	California Carbon Tax of 2014	Funding/Financing	This bill would, effective January 1, 2015, impose a carbon tax of an unspecified amount per ton of CO2-equivalent emissions on suppliers of fossil fuels. The bill would require BOE to administer and implement the carbon tax and would require revenues from the tax to be deposited in a special fund in the State Treasury. The bill states intent that revenues from the carbon tax are intended to be revenue neutral and to be rebated to low and medium income tax payers.	Last Action Introduced February 20, 2014 Current Location Pending referral to Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 1183</u>	DeSaulnier	Bicycle Tax	Funding/Financing	This bill would authorize a city, county, or regional park district to impose, as a special tax, a point of sale on new bicycles, with the rate of the tax to be determined by the local agency. This bill would exclude from the tax bicycles with wheels of 20 inches or less in diameter. The bill would require the local agency to use bicycle tax revenues for improvements to paved and natural surface trails, including existing and new trails, and for associated maintenance purposes	Last Action Introduced February 20, 2014 Current Location Pending referral to Committee
<u>SB 1268</u>	Beall	Natural Resources Climate Improvement Program	Funding/Financing Planning Environment	This bill establishes the Natural Resources Climate Improvement Program, to assist in the development and implementation of highly-leveraged, regionally integrated natural resources projects that maximize greenhouse gas emissions reductions or sequestration. Authorizes moneys from the Greenhouse Gas Reduction Fund to be available to implement the program.	Last Action Introduced February 21, 2014 Current Location Pending referral to Committee
<u>SB 1298</u>	Hernandez	High Occupancy Toll Lanes	Funding/Financing Direct Impact to CTC	This bill would remove the limitations on the number of HOT lanes that the commission may approve and would delete the January 1, 2012, deadline for HOT lane applications. The bill would also delete the requirement for public hearings on each application. The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program. The bill would require LACMTA, with the assistance of the department, to establish appropriate traffic flow guidelines for the purpose of ensuring the optimal use of the HOT lanes by high-occupancy vehicles. The bill would delete the requirement that LACMTA may not change the vehicle occupancy requirement for access to the high-occupancy vehicle lanes in the identified corridors and would authorize LACMTA to define the hours of operation of the HOT lanes.	Last Action Referred to Committee February 27, 2014 Current Location Senate Rules Committee
<u>SB 1312</u>	Steinberg	Transportation Commission: Annual Report	Direct Impact to the Commission	This bill would amend Section 14536 of the Government Code relating to the Commission's preparation of the Annual Report to the Legislature by deleting the provisions relating to the loan and transfer summary and discussion that was to be included in the reports submitted between 2001 and 2008.	Last Action Introduced February 21, 2014 Current Location Pending referral to Committee
<u>SB 1368</u>	Wolk	State Highways: Relinquishment	Direct Impact to the Commission	This bill would amend Section 73.01 by authorizing the Commission to relinquish a park-and-ride lot to a joint powers authority formed for purposes of providing transportation services.	Last Action Introduced February 21, 2014 Current Location Pending referral to Committee
<u>SB 1418</u>	DeSaulnier	Transportation Commission: Annual Report	Direct Impact to the Commission	This bill would amend Section 14536 of the Government Code relating to the Commission's preparation of the Annual Report to the Legislature by deleting the provisions relating to the loan and transfer summary and discussion that was to be included in the reports submitted between 2001 and 2008.	Last Action Introduced February 21, 2014 Current Location Pending referral to Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 1433</u>	Hill	Local Agency Public Construction Act	Project Delivery	This bill would amend the Public Contract Code relating to transit contracts to include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely.	Last Action Introduced February 21, 2014 Current Location Pending referral to Committee
<u>SCA 1</u>	Wyland	State Auditor: Duties	Direct Impact to the Commission	This measure would require the California State Auditor to biennially conduct a specified financial audit and performance evaluation of each state program, including the administration or oversight of that program by the department or agency that is responsible for the program, and submit a report of the results of that financial audit and performance evaluation to the Legislature, as prescribed. This measure would require the committee that considers the budget in each house of the Legislature to meet and consider recommendations made in each performance evaluation within 90 days of submission by the California State Auditor. This measure would require the California State Auditor to make each financial audit and performance evaluation available to the public on an Internet Web site and in hardcopy format and require the Legislature to appropriate to the California State Auditor's Office funds as necessary to implement these provisions	Last Action Re-referred to Committee February 7, 2013 Current Location Senate Committees on Governmental Organization and Elections & Constitutional Amendments
<u>SCA 4</u>	Liu <i>Senate Co-Author:</i> Pavley <i>Assembly Co-Author:</i> Bonilla	Local Government Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the <i>proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	Last Action In Senate, read second time and amended, re-referred to Senate Rules Committee August 28, 2013 Current Location Senate Second Reading File Commission Adopted Position Support position adopted 1-8-13 Support letter issued 1-14-13
<u>SCA 6</u>	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.	Last Action In Senate, read second time, to third reading May 24, 2013 Current Location Senate Third Reading File

Bill #	Author	Title	Subject	Description	Status
<u>SCA 8</u>	Corbett <i>Assembly Co-Author:</i> Wieckowski	Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, <i>if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> From Senate Transportation and Housing Committee, adopted and re-referred to Senate Rules Committee August 27, 2013 <i>Current Location</i> Senate Rules Committee <i>Commission Adopted</i> <i>Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<u>S 1957</u>	Bennet	Partnership to Build America Act of 2014	Funding/Financing	Establishes the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and non-profit infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects.	<i>Last Action</i> Referred to Committee January 16, 2014 <i>Current Location</i> Senate Finance Committee
<u>HR 3636</u>	Blumenauer	Excise Tax on Gasoline Diesel and Kerosene	Funding/Financing	This bill would create the Update, Promote, and Develop America's Transportation Essentials Act of 2013; amends the Internal Revenue Code of 1986 to increase the excise tax on gasoline, diesel, and kerosene fuels	<i>Last Action</i> Referred to House Committee on Ways and Means December 3, 2013 <i>Current Location</i> House Ways and Means Committee
<u>HR 3638</u>	Blumenauer	Road Usage Fee Pilot Program	Funding/Financing	This bill would create the Road Usage Fee Pilot Program Act of 2013; establish a Road Usage Fee Pilot Program to provide grants to conduct studies of methods for recording and reporting the number of miles traveled by particular vehicles, to conduct studies of payment, enforcement, and privacy protection methods for such systems, and to implement mileage-based fee systems in jurisdictions that have adopted a plan for such systems.	<i>Last Action</i> Referred to Committee December 6, 2013 <i>Current Location</i> House Committees on Transportation & Infrastructure and Energy & Commerce